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SCOTCH WHISKY
Per Dozen \$13.50
H. PRICE & CO.
12, Queen's Road

Hongkong Daily Press.

ESTABLISHED 1857.

"D.C.L."
OLD TOM
AND
DRY GIN
Per Dozen \$3.00
SOLE AGENTS
H. PRICE & CO.,
12, Queen's Road

No. 13,893 第壹千三百八十三號 日一十月一十月二一光緒 HONGKONG, MONDAY, SEPTEMBER 29TH, 1902. 壹月福 號玖十式月改年式零百九仟壹英港香 PRICE, \$2-1 PER MONTH

A. S. WATSON & CO., LD.,
HONGKONG
WINE AND SPIRIT MERCHANTS.
COGNAC
BRANDY
OF THE FINEST QUALITY.
THE HONGKONG DISPENSARY,
HONGKONG.
JOHN WALKER & SONS'
KILMARNOCK WHISKY.
This World-renowned
Fine Old Highland Whisky,
Sole Shippers—CUTLER, PALMER & CO.,
is obtainable in Hongkong of their Agents.
SIEMSEN & CO.
Hongkong, 1st January, 1901. [a47]
CUTLER, PALMER & CO.'S
Price \$11.25 per Dozen
Net
Blend
of Selected
Distillations of the
Finest Scotch Whiskies
Apply to
SIEMSEN & CO., Hongkong. [a46]
**HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED.**

TIME TABLE
WEEK DAYS
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 10 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 10 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 10 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 10 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 10 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.
4.00 p.m. to 4.30 p.m. Every 10 minutes.
4.30 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 5.30 p.m. Every 10 minutes.
5.30 p.m. to 6.00 p.m. Every 10 minutes.
6.00 p.m. to 6.30 p.m. Every 10 minutes.
6.30 p.m. to 7.00 p.m. Every 10 minutes.
7.00 p.m. to 7.30 p.m. Every 10 minutes.
NIGHT CARS
4.45 p.m. & 5.15 p.m. 9.45 to 11.15 p.m. every 1 hour.
SUNDAYS
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 5.30 p.m. Every 15 minutes.
5.30 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 6.30 p.m. Every 15 minutes.
6.30 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 7.30 p.m. Every 15 minutes.
NIGHT CARS as on Week Days
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 85 & 87, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st October, 1901. [a382]
VICTORIA
CYCLE
IMPORTERS.
This pleasure of cycling consists in having
the pleasure of cycling, as the above
statement is a good one in this respect.
We are Agents for the famous "NEW
HONGKONG" and "MONOPOL" CYCLES,
and also supply fittings of every description.
Repairs can be done in Second-hand Machines.
Repairs executed with promptitude and skill.
Manufacturing a Specialty.
MEKIBDY & CO.,
85 & 87, Queen's Road East,
Hongkong, 2nd April, 1901. [a2584]
GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$2.20 per Cask of 77 1/2 lbs. net or Factory.
\$2.50 per Bag of 250 lbs.
REIDMAN, TOMES & CO.,
General Managers.
Hongkong, 7th June, 1902. [a1695]

HOTEL
THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.
Three minutes' walk from the Steamer
Wharf, and seven minutes by Ferry-launch
from the City of Victoria.
A First-class Hotel, with thirty-five very
comfortable bedrooms.
By the day, From \$2 to \$7.00
month, \$85 to \$110.00
for Married Couple. [a1600]
Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (American Method Table).
Most perfect culinary arrangements.
Food in European and Eastern styles.
H. H. HUTTON-JONES,
Proprietor.
Hongkong, 26th November, 1901.

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23 & 25, QUEEN'S ROAD.
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The Coronation Number of "Illustrated
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INDIAN CIGARS... 500 for \$10.50
ENGLEHARDT'S EGYPTIAN
CIGARETTES IN AIR-TIGHT TINS.
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TENNIS BALLS.
ENGLISH, AMERICAN, AND FRENCH
BOOTS AND SHOES.
SCRAP ALBUMS.
STYLO PENS.
SWIFT FOUNTAIN PENS... \$4.50 each
[a33a]

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(ESTABLISHED OVER 50 YEARS.)
GENERAL STOREKEEPERS.
GENTLEMEN'S OUTFITTERS.
TAILORS, HATTERS & HOSIERS.
ALL GOODS OF BEST QUALITY ONLY.
LANE, CRAWFORD & CO. [a34]

REMINGTON TYPEWRITERS
WITH ALL REQUISITES.
SIEMSEN & CO.,
SOLE AGENTS.
CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1816.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned:—
SUPERB OLD COGNAC,
\$23.75 PER DOZ.
Distinguished by Four Stars on the label.
ANOTHER FINE COGNAC, \$18.75 per doz.
Less old than the above.
IMPERIAL BRANDY
\$12 PER CASE.
THE ELITE OF WHISKY—
THE "PALL MALL,"
\$21 PER DOZ.
11 Years old; the finest quality shipped.
Each bottle bears an Analyst's certificate.
C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,
\$11.25 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

ASAHI
THE POPULAR
JAPANESE LAGER BEER
PER CASE'S DOZEN PINTS... \$15.00
4 DOZEN QUARTS... \$12.50
SOLE AGENT—
G. GIRAULT. [a40]

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ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.
BRASS AND IRON FOUNDERS.
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM-LAUNCHES.
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF
EVERY DESCRIPTION.
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,
60 & 62, DES VUEX ROAD CENTRAL, KOWLOON BAY.
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PLANS, SPECIFICATIONS AND TENDERS.
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WALKER'S DIARIES 1903 [a32a]

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WORLD RENOWNED AND LEADING EVERYWHERE.
WITH REQUISITES IN STOCK.
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SOLE AGENTS FOR SOUTH CHINA.
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PERFUMERY, SPONGES,
PATENT MEDICINES AND CONFECTIONERY.

APOTHECARIES' HALL, HONGKONG.
P H O T O - P L A T E S , P A P E R S
G R A P H I C AND CHEMICALS
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co., 17A, QUEEN'S ROAD, HONGKONG [a18]

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THE AQUARIUS COMPANY'S TABLE WATERS ARE ALL
MADE FROM PURE TREBLE DISTILLED WATER AND ARE
SUPERIOR TO ANY WATERS MANUFACTURED IN THE
FAR EAST.
ABSOLUTE PURITY CAN ONLY BE OBTAINED BY
DISTILLATION.
CALDBECK, MACGREGOR & CO.,
HONGKONG, 8th September, 1902. [a33]
COTTAM & CO.
FOR
PANAMA,
FELT TERAI. [a37]

UNITED ASBESTOS ORIENTAL
AGENCY (LIMITED.)
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE
UNITED ASBESTOS COMPANY, LTD., LONDON.
CONTRACTORS TO H. M. GOVERNMENT.
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used exten-
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FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAUCHEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
to be the best Metal in the Market.
ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent... THOMAS SKINNER.
Superintendent... ARCHIBALD BITCHIE.
[a41] DODWELL & CO. LIMITED, General Managers.

DAVID CORSAIR & SONS
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARRER & CO.
Sole Agents
STAG HOTEL
(Established 1857)
148, QUEEN'S ROAD CENTRAL, HONGKONG.
THIS Hotel was re-built in 1902, under the
most improved sanitary principles.
CHAMBERLAIN MODERATE.
Hongkong, 2nd September, 1902. [a24]

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THIS Hotel was re-built in 1902, under the
most improved sanitary principles.
CHAMBERLAIN MODERATE.
Hongkong, 2nd September, 1902. [a24]

INSURANCE
THE STANDARD LIFE OFFICE
(Established 1825)
The Standard is the only British Life Office
having a Local Board of Directors in
the Far East with full powers to accept pro-
posals, issue Policies, pay Surrenders, and ad-
vance loans ON THE SPOT WITHOUT RE-
FERENCE HOME. All kinds of Life
Assurance and Annuity Business transacted.
For Rates and all Particulars, apply to
DODWELL & CO., Ltd., Agents.
Hongkong, 12th February, 1901. [1-a1797]

HONGKONG HOTEL
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and
Smoking Rooms.
Dining Accommodation for 250 persons
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from
Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by
Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHAMBERLAIN MODERATE. [a49]

THE
PEAK HOTEL.
Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.
A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a98]

HOTEL CRAIGIEBURN.
PLUNKET'S GAP, The Peak, near the
Tram Terminus.
Tel. 55.
For Terms, apply to the
HONGKONG, 2nd July, 1900. [a52]
MANAGER.

THE CONNAUGHT HOTEL
A FIRST CLASS HOTEL of 15 Bed-
rooms, elegantly furnished.
The Hotel is situated near all the Banks and
Principal Offices in the Colony.
Special Attention paid to the Comfort of
Guests.
Cuisine excellent; under Experienced Man-
agement.
Terms Moderate.
For Terms, apply to the
HONGKONG, 23rd May, 1902. [a51]
MANAGER.

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
CHINA
MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to
[a1657] **THE MANAGER.**

HING KEE HOTEL.
(ESTABLISHED 1875)
MACAO.
THIS First-class and well-famed establish-
ment is pleasantly situated in the centre of
PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Con-
fortable and well-furnished Bed-rooms.
Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor
Telegraphic address "Hingkee" [a548]

VICTORIA HOTEL,
SHAMERN, CANTON.
BRITISH CONCESSION
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
T. F. & C. CRUIZ, Managers.
Canton, 1st October, 1901. [a1658]

INTIMATIONS

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

We take this opportunity to state that our

AERATED WATERS

are made solely with the water procured from the Government Tytan Reservoir, and specially filtered in large storage filters on the best scientific principles.

Our AERATED WATERS are thus

ABSOLUTELY PURE,

and consumers of them may feel themselves quite secure against contracting Cholera by liquid agency, which it is comparatively easy to do by drinking impure water.

A. S. WATSON & CO., LIMITED,

AERATED WATER

MANUFACTURERS

THE HONGKONG DISPENSARY.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: "Press." Cables: A.S.W.C. 6th Ed. P.O. Box, 33. Telephone No. 12.

DEATHS.

On the 10th September, in London, ALEX, the wife of W. ALLEN, General Hospital, Singapore. On the 20th September, at the Singapore General Hospital, JOHN COLLETT CAMPBELL, Superintendent of the Macao Railway, aged 52 years. On the 22nd September, at 68, Chapoo Road, Shanghai, FLEXY VICENTE DA COSTA, the infant child of Mr. and Mrs. J. E. DA COSTA.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, CL. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 29th September, 1902.

The report conveyed in a Peking despatch to Shanghai, that the new Chinese Ministry of Foreign Affairs has consented to the petition of certain Portuguese subjects to construct a railway between Macao and Canton, recalls the discussion of some seven or eight weeks ago over the question of railway-building in the Macao neighbourhood. It will be remembered that we wrote early in August of the desire of the French to obtain a railway concession in this part of Kwangtung in order to work it in conjunction with their general railway schemes in the province. We said at the time: "We cannot imagine, on international grounds, that it will be permitted to achieve success. There is another 'government which surely has the prior claim to build any railway from Macao, 'if China does not build one herself.' As a matter of fact, at the time when we wrote, it was actually hinted that the Portuguese Government had applied to China for the concession. The present report states that 'certain Portuguese subjects' have made the application, but it is evident that it has been urged by the Portuguese representative at Peking, if only from the fact that the Portuguese claim for an extension of the Macao boundaries has been dealt with at the same time. The latter request has been refused, but we hardly can suppose that the matter will rest there. With regard to the railway concession, we congratulate the concessionaires on their success and trust that the grant has not merely been sought for with a view of dislodging of the Nine afterwards to the high-

bidder. There was at one time a rumour that the Americans had disposed of their rights to the Canton-Hankow railway construction to a Belgian syndicate—a rumour which happily proved false, for it was felt that a Belgian syndicate might mean anything, among other things a preponderating French influence. If the Macao-Canton line is really going to be built, we shall trust to see it managed under the control of the Portuguese and of course the Chinese Governments. Such an arrangement will be the best guarantee of peace. A line between Macao and Canton should in itself prove lucrative, running as it does through a rich tract of territory; and when Canton is connected by rail with Central China it will be even more promising. We are once more impelled to ask the old question, when shall we hear anything more of the Kowloon-Canton Railway? Is all the railway enterprise in this part of the world to be left to other countries?

The French mail of the 25th ult. was delivered in London on the 25th inst.

The annual meeting of the S. Andrew's Society takes place in the City Hall at 5 p.m. to-day.

Mr. George Grimbé will give an organ recital in the Union Church next Monday evening.

The final for the Chairman's Cup will take place at the Kowloon Bowling Green, it is expected, to-morrow afternoon at five o'clock.

Mr. C. Clementi has been appointed to act as Assistant Colonial Secretary and Clerk of Councils, during the absence on vacation leave of Mr. R. F. Johnston.

Fire broke out yesterday morning in a large heap of coal near Sharp's Buildings at Kowloon, belonging to Messrs. Carlowitz & Co. The damage done was not serious.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Wong Wing Shun Tong, \$30.

The first meeting of the newly-formed Literary Club in connection with the Union Church will be held in the Church, next Friday evening, from nine till ten o'clock. The meeting will take the form of a social.

The granting of free pratique at Saigon to arrivals from Hongkong is notified in the Gazette, as is also the announcement of the French Consul that quarantine restrictions in French Indo-China against arrivals hence have been withdrawn.

The police reported on Saturday that thirteen matchboxes had been destroyed by fire at Kowloon City on the previous night, the damage amounting to about \$400. The outbreak originated in a gardener's matchbox. A matchbox valued at \$15 was destroyed by fire at Wongneicheong on the same day.

The Gazette notifies that an additional rate of 4 per cent. per annum, to take effect from the first prox., will be levied on the Tai Hang villagers in consequence of the destruction of trees in that place and its neighbourhood. There is already a fine of 4 per cent. on these mischievous villagers.

The comparative statement of Stamp revenue for the months of August, 1901 and 1902, shows a total decrease for the latter month of \$5,118.44. Probate or letters of administration declined \$2,976; Conveyances or assignments, \$2,118.50; and Transfer of shares, \$1,859.30. The largest increase was shown in Banknote duty, \$2,068.45; and Adhesive stamp, \$1,752.07.

It is Notes on Native Affairs the N.C. Daily News says:—A Peking despatch to hand reports that the Ministry of Foreign Affairs has consented to the petition of certain Portuguese subjects to construct a railway between Macao and Canton. A request by the Portuguese Minister for an extension of the Portuguese Settlement of Macao has, however, been refused point-blank by Prince Ching, who declines to discuss the matter.

The Kobe Chronicle of the 23rd inst. says:—There are signs that cholera will have entirely disappeared from Kobe in the course of a week or so. During the twenty-four hours ending midnight on the 21st inst. only nine cases of cholera morbus and one case of genuine cholera were reported, making a total since the outbreak of 388 cases of cholera morbus and 139 cases of genuine cholera. The total number of cases in Hyogo prefecture since the outbreak up to the same date is 1,007, of which 601 were genuine cholera.

It may be remembered, says the *Oceania*, that in July of last year, two clerks from the German mail steamer *Prinzess Irene* were arrested at Singapore on the charge of having taken photographs in the neighbourhood of the forts on Mount Faber, and that one of them was fined \$250 and the other was sentenced to two months' imprisonment. It now appears, however, that on the return of the *Prinzess Irene* from Japan and China the sentence of imprisonment was remitted and the men quickly put back on board the steamer. According to recent advices from Bremen a vast deal of correspondence has taken place between the German and British authorities on the subject, as a result of which the British Government has since paid the sum of £25 to each of the men concerned, by way of compensation for what it now transpires was a case of wrongful condemnation.

Mr. H. Noguchi has been appointed Acting Consul for Japan in Hongkong.

H.M.S. *Exeter*, with Rear-Admiral Grenfell on board, passed Chinkiang without stopping at 1 a.m. on the 21st inst. It was understood that the Admiral will call on the Viceroy at Nanking.

H. B. M. Consul-General at Bangkok has telegraphed that Paknam, is substituted for Kohphai as the place where vessels from Hongkong or Chinese ports must call for pratique.

A clever boy, who did not know the French equivalent for the word "sphere," had to translate a sentence containing the words "the Eastern hemisphere." His rendering was "le Demi-Monde Oriental."

The delay in the sailing of the *Korea* from San Francisco was due to the Labour Union of San Francisco filing a suit against her, because among her personnel were 200 Chinese. Judgment was given in her favour.

The mortality returns for Singapore for the month of August show a total of 849 deaths—a ratio per mille of 43.29. For the week ended Sept. 13 the total number of deaths is 197—a ratio per mille of 43.63. Fever still claims first place as the most fatal disease.

The Tientsin correspondent of our Shanghai morning newspaper telegraphed on the 23rd inst.:—"The Chinese officials have gone to Shanhaikwan to receive a railway from Russia to-day, though nothing is known officially. The Russians have emptied the railway workshops at Shanhaikwan." The latter action at least seems characteristic.

The following telegram from Szechuen has been received by the Rev. Dr. Hykes of Shanghai:—Chongtu, 20th September.—The general situation is doubtful. A large area of the country is seriously disturbed. The city excitement has abated, and the officials are on the alert. The new Viceroy has just arrived. Missionaries and their property are under protection.

A Bombay telegram dated September 12 says:—The Parsi v. Presidency match at Poona was played to-day. The weather was fine. The Parsis won the toss and batted first and were all out by fifteen time for 144. Mistry made 36 and Meherhomji 80. Lord Northcott lunched with the teams. The Presidency batted after tiffin and play closed at six, the score being 145 for seven wickets.

The death return for August shows a total of 765 deaths, 31 being in the European and Foreign community (24 civilians, 6 Army, 1 Navy), and the rest Chinese. 72 deaths were due to plague, 49 to malarial fever, and 139 to chest affections. The principal registration districts showed the following figures:—British and foreign civil community, 29.3 per 1,000 per annum; Chinese, Vietnamese, land 29, boat 23; Chinese, whole Colony, land 29, boat 35.3; land and boat 30; whole civil community 30. The high mortality in the Chinese boat population is accounted for by the Shaikwan and Aberdeen percentages, which were 83.8 and 60 per 1,000 per annum respectively.

The execution of the Chenchou rioters is thus related by the Changtse correspondent of the N.C. Daily News:—After a suitable cemetery had been provided and the bodies of Messrs. Bruce and Lewis had been buried, Mr. Giles and the two Taoists went into the examination of the prisoners who were participants in the riot. Eight were condemned to die and were beheaded on the river front. They knelt, with bodies erect, while the executioner with his heavy knife struck each across the back of the neck. The blow caused the bodies to fall forward but was not sufficient to sever the head from the trunk. A second man with a short knife completed the punishment by a semi-sawing process.

The following is from the *Japan Times*:—A host of large batteries, numbering about fifty thousand, entered the house of Mr. Konishi, Babashichiochi, Ushigome, on Monday, at 10.30 p.m., and flattered round an electric light in the parlour. The master of the house was frightened and could only order his servants to burn a fire in the street. The batteries swarmed to the fire and were many of them burnt to death. But the survivors next gathered around the lantern at the door of a *soba* house called Hirano-ans and were almost entirely burned by the fire that was kindled there again. A few remnants which then charged the lamp of a police-box in the neighbourhood were this time dealt with by candle light, and all perished. These batteries were a big kind, each measuring about seven inches in length.

Perhaps, writes a correspondent, the public would like to know of an incident I had occasion to witness as a passenger on the steamer *Namang*, Capt. Payne. On Tuesday morning, the 22nd, at about 9.4 the chief engineer saw a Chinese deck passenger overboard on the port side and swimming away from the ship. He promptly informed the captain, who immediately slowed down, put the helm hard over and prepared to lower a boat. Meanwhile a life buoy had been thrown the Chinaman, who was soon out of sight, but the steamer describing a loop, he came in view directly ahead. The boat in charge of the second officer was lowered and pulled up to the drowning man. The sailor in the bow reached out but missed him, but the officer in the stern succeeded in pulling him into the boat. A few minutes later, the apparently lifeless body was aboard the steamer, but appearances proved correct, as all attempts at resuscitation failed, and the corpse was brought to port. The sea was calm but the fact that the body was secured in 11 minutes after being seen in the water shows that no time was lost in getting out a boat, though the ship was going at about 12 knots per hour.

Thirty-four counterfeit Bank of Japan ten-yen notes have been discovered in Corea. The forger has not been found.

The Norwegian steamer *Oelo*, stranded on the Loochoo, and her cargo are advertised for sale by auction at Kobe.

The Austrian cruiser *Martha Theresia* arrived yesterday morning from Shanghai and the German gunboat *Tiger* from Amoy. The British transport *Pentakota* arrived on Saturday from Taku.

M. Beau, Governor-General of French Indo-China, embarked at Marseilles on the 21st inst. in the *Armand*. He is accompanied by M. Neton, Captain Lobrand, and Messrs. Bouliche, Bonin, Rodier, and Jacquemart.

A shield, commemorative of the Interport Cricket of 1901, is to be affixed to the walls of the pavilion of the Singapore Cricket Club. The shield bears the names of the S. R. Settlements team and is also inscribed with the names of the Straits Settlements, Hongkong, and Shanghai Cricket Clubs.

Cholera has reached Tientsin and has been raging especially at Tientsin. In Tientsin itself only a few cases occurred and the deaths were three men and three children; but at Tientsin several hundreds have died. In the interior the epidemic is still worse. Nearly every village has been attacked and in some nearly a third of the population has perished.

The French and English newspapers, says *L'Echo de Chine*, comment on the occupation of Kelantan, which the English continue to deny. The *Temps* writes that if the English are occupying Kelantan, they are in their right. For us it is preferable to put our differences with Siam on a clear and pacific footing by way of discussion, not by way of occupation.

NEILL-FRAWLEY COMPANY.

The manager of the Pacific Mail informed Mr. Kimmond of the Frawley Company on Saturday that the *ss. Korea* arrived in Nagasaki on Wednesday morning but that he had received a cable that she would be delayed for several days. This being so the Company will be unable to appear at the Theatre Royal, City Hall, on the dates advertised. As soon as a cable is received giving date of the departure of the steamer from Shanghai notice will be given what nights the performances will take place.

FLOATING DOCK FOR PHILIPPINES.

The Navy Department will soon call for bids for a huge floating dock to accommodate a 16,000-ton battle ship, to be built in the United States and floated over to the Philippines, says the *Washington Star*. This will be one of the largest floating dry docks ever constructed. The amount available is \$1,250,000, and Admiral Endicott of the bureau of yards and docks has about completed the specifications under which the huge structure will be built. Whether it will be towed across the Pacific or across the Atlantic through the Suez Canal will depend upon the place of its construction, but in any event the towing of this gigantic steel structure such a distance will be a formidable undertaking.

CHOLERA IN ILOILO.

The cholera seems to have taken a firm hold in the provinces of Iloilo, says the *Manila Times*. All of the towns in the province are badly afflicted with the disease. The public of Pototan, heading the list with 234 cases, is the most alarming. The other towns surrounding the province are becoming infected. It is said that Dr. Winslow and the authorities are powerless to check the epidemic in that section. Both provinces of Negros are also in the list with large figures, and a report has been received that Surigao, Mindanao, is badly stricken. The result, if the disease penetrates to the Moro country, is fearful to contemplate. The latest report from the provinces is the largest that has been handed in since the beginning of the epidemic, showing an increase of nearly three hundred. The total number of deaths now amounts to 40,846.

"CRIMPING" AT PACIFIC COAST PORTS.

A Washington telegram says:—Continued rampant cases of "crimping" at ports along the Pacific Coast, particularly at San Francisco, Portland and Seattle, have resulted in protests being filed by the British, German and French Ambassadors at this capital. The State Department has just received practically a joint Note from the three Embassies named, asking that this Government take steps to prevent forcible and surreptitious seizure of sailors from merchant vessels of those countries, and to prevent extortion and robbery by boarding-house keepers at Pacific ports. Acting Secretary Ade talked the matter over to Assistant Attorney-General Hoyt, who has wired instructions to United States District Attorneys at the ports named to look into the situation, and take such steps as are necessary to prevent outrages to sailors and to punish "crimpers" whenever caught. It is represented that sailors from British, German, French and other foreign ships are "crimped" into service on American coastwise and deep-sea vessels, most of them going into the Philippine and Alaskan trade. The abuse has been growing constantly, according to the Foreign Ministers, who declare that indignation reports are made at European home ports by almost all masters of vessels touching at Pacific Coast ports. The State Department has given assurances that stringent measures will be taken to prevent the abuse complained of.

TELEGRAMS.

"DAILY PRESS" SERVICE. FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 27th September, 7.20 p.m.

M. DE WITTE'S TOUR.

M. de Witte, Russian Minister of Finance, is to make a visit to Siberia and Manchuria extending over several months. It is reported that after inspecting the Chinese Eastern and the Manchurian Railways, M. de Witte will visit Peking and Tokyo.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 28th September, 9.50 p.m.

HANDING OVER OF THE PEKING-SHANHAIKWAN RAILWAY.

China receives the British section of the railway at ten to-morrow morning. The Russian section was returned two days ago.

REUTER'S SERVICE.

LONDON, 25th September.

THE BOER MANIFESTO.

The newspapers strongly resent the tone and temper of the Boer appeal, declaring it to be a disingenuous attempt to stir up hostility against Great Britain.

PRESIDENT ROOSEVELT.

President Roosevelt has arrived at Washington in excellent spirits.

AMERICA AND THE TRANS-ISTHMIAN RAILWAY.

The United States warship *Panther*, now at Colon, has sent three more companies of marines to Panama for the protection of the terminus of the Trans-Isthmian railway at that Port.

THE BOER RELIEF FUND.

The donor of the sum of one hundred thousand dollars to the Boer relief fund is Mr. Phipps of the Carnegie Trust.

LONDON, 26th September.

THE U.S. PRESIDENCY.

The New York Republican Convention has pledged itself to secure the re-election of President Roosevelt.

JAPAN AND SOUTH AFRICA.

The Japanese trade commissioners have completed a four months' tour in South Africa, and will sail shortly for England. They anticipate the establishment of a large trade in Japanese goods, especially at Johannesburg. The obstacle being the absence of direct shipping facilities, the Japanese Government will, on receipt of the commissioners' report, arrange this matter. Only articles suited to the market will be sent out.

LONDON, 26th September.

IRISH M.P.'S ARRESTED AND IMPRISONED.

Mr. John O'Donnell, M.P. for Mayo, has been arrested at Claremorris for abetting intimidation.

Mr. M. Reddy, M.P. for Birr, and Mr. E. Harland Burke, M.P. for Tullamore, have been sentenced at Birr to two months' hard labour for participating in an unlawful assembly at which they appeared.

Mr. John Roche, M.P. for Galway, has been arrested at Woodford, Galway, for failing to answer a summons and using incendiary language.

THE UNITED STATES AND COLOMBIA.

The Governor of Colon has sent the Commander of the U.S. warship *Cincinnati* a strong protest against the landing of American marines, declaring it to be an attempt to assume sovereignty, and further stating that the Colombian Government is fully able to protect foreigners' rights. Simultaneously the Commander of the *Cincinnati* reports that American marines have frustrated an attempt made by three hundred revolutionaries to board a train and seize a Colombian officer.

LONDON, 26th September.

THE IRISH ARRESTS.

Mr. William O'Brien, M.P. for Cork, speaking at the Irish League Convention at Claremorris subsequent to the arrest of Mr. John O'Donnell, announced that the time had now come to apply the principles of the League, and to make landlordism intolerable by picketing, exclusive dealing, and "wrecking."

DOUGLAS STEAMSHIP CO., LD.

The nineteenth ordinary general meeting of the above Company was held in the office of Company on Saturday, 19th Sept. Mr. J. H. Lewis presided and the following were present: The Hon. C. S. Sharp, Hon. C. W. Dickinson, Mr. Shawan, and Mr. C. H. Thompson (Chairman of the Committee), Capt. A. E. Hodgins, Messrs. Bailey, W. Parker, C. A. Taylor, H. P. W. (Secretary), E. C. Wilkes, J. Hastings, T. H. Hald, J. A. Spence, R. A. Moore, A. B. Eschke, G. Somerville, H. J. Cole, J. C. Shawan, Shai, Chua, King, Yee, Choo, Yee, Yee, M. Mahomed, H. G. Manning, J. E. Gould, J. M. de Grada, J. M. O'Brien, J. M. O'Brien, and others.

The SECRETARY having read the notice convening the meeting:

The CHAIRMAN said:—(Overcoming the report and accounts having been in your hands for some days, I propose with your consent to them as read. The annual universal competition in shipping has accentuated the keenness of competition on our east lines, but as a result of our year's working progress we will continue to retain the confidence of shippers generally. As regards the prospects for the current year, the *Hawman* and *Bureau* are under charter to the United States Government until the end of December, and it is not improbable that these charters may be continued for a further period. The earnings of the other steamers of the Company in the meantime are fairly satisfactory, and it is not unreasonable to hope that in the not very distant future there will be a steady revival of trade to compensate us for the increasing cost of working expenses. There is nothing further than I can usefully add, gentlemen, but before proposing the adoption of the report and accounts I shall be pleased to answer any questions.

No questions being asked, The CHAIRMAN formally moved the adoption of the report and accounts. Mr. W. PARKER:—I beg to second the proposal that the report and accounts be adopted. The report is not a very satisfactory one, but considering the circumstances, and having regard to the competition that has been made during the year, I think it is fairly satisfactory. That the general management can recommend a dividend of 6 per cent.

The motion was unanimously carried. Mr. T. H. REID proposed that the Hon. R. Shawan, Hon. C. S. Sharp, Hon. C. W. Dickinson and Mr. C. H. Thompson be re-elected to the Consulting Committee.

Mr. W. S. BAILEY seconded the motion, and it was agreed to. On the motion of Mr. H. P. W. (Secretary) Mr. A. E. Hodgins, Messrs. W. H. Fells and A. B. Lowe were appointed auditors for the year. The CHAIRMAN:—Thank you, gentlemen, for your attendance. The dividend warrants will be posted this afternoon.

POLICE COURT.

Saturday, 27th September.

Before Mr. E. A. HARRIS, Police Magistrate.

LEUNG YUEN, 50, in the Dart Long shop, 57, Wellington Street, was charged on remand with the attempted murder of the late Mr. of Kung Yu Tong, accountant in the shop, under circumstances already reported in our columns. The defendant pleaded not guilty.

The complainant looking very weak and bearing on his head and face marks of the murderous attack that had been made upon him, almost at the cost of his life, went into the witness-box and gave evidence against the accused. He said, in effect, that on the night in question, about half-past eleven, the defendant attacked him with a chopper in the ladies' department of the shop. Previously the defendant had come in the worse for drink and asked for a loan of fifty cents from his employer. Complainant advised the latter, not to lend the money, and the defendant turned upon him and said that he (complainant) owed him some money. The two had a struggle, and on being separated the defendant was crying vengeance against the complainant. The assault with the chopper took place when the shop had been closed up for the night. The complainant's cry of "Save my life" attracted the attention of Mr. A. Ellis, who was passing, and who told him to follow and assist. The complainant entered the shop and attacked the defendant. Dr. J. M. Atkinson, Principal Civil Medical Officer, described the complainant's wounds. There were two very severe deep wounds, one on the left side, four inches long, that had fractured the bone. Another wound, almost as severe, was visible on the back of the head, but the right side. In addition, there were two small wounds on the forehead and a smaller wound on the left side of the head, and a large wound on the right shoulder, and a large wound across the upper part of the arm, which had fractured the bone. The chopper having been produced, would have caused the wounds, but the blows must have been inflicted with some force. Had the injured man not been promptly attended to, as he was, he would have died. Other evidence having been heard, the defendant was committed for trial.

Before Mr. J. E. KEMP, (Acting Police Magistrate).

At about 2.30 on the morning of the 28th inst. a couple of burglars climbed the scaffolding surrounding a house at 45, Old Bailey, and entered a room. The occupants heard them, and a cry of "Thieves" was raised. One of the men succeeded in getting away by descending the scaffolding, but the other was arrested in the house.

The latter, when charged, pleaded guilty, and was sentenced to three months' hard labour. The second man was subsequently arrested and is under remand.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Prinzess Irene* left the next French mail, at Singapore, on the 27th inst. at 4 p.m. for the Port of Spain. The Imperial German mail steamer, *ss. Prinzess Irene*, left Singapore on the 27th inst. at 4 p.m. for the Port of Spain. The M. M. steamer *Prinzess Irene* left Singapore on the 27th inst. at 4 p.m. for the Port of Spain. The M. M. steamer *Prinzess Irene* left Singapore on the 27th inst. at 4 p.m. for the Port of Spain.

LATE TELEGRAMS.

NEWS VIA SHANGHAI AND YOKOHAMA.

THE FAIR EAST.

MANCHURIA.

London, 12th September. Russia is despatching seven hundred officials with their families to Harbin to occupy posts on the Manchurian railway.

PRINCE TSIANG.

Peking, 15th September. A secret despatch from Kalgan states that Prince Tsiang arrived there on the 24th ult. and immediately left for Ningbia. The movements of the Prince are giving rise to uneasiness.

It has been discovered that a large quantity of arms and ammunition has been conveyed secretly to inland points by way of the Yangtze and Hanbaw. The Foreign Department is making strict enquiry.

Riots are reported from various districts to the south of Peking.

THE SIAMSE QUESTION.

London, 15th September. Three thousand British troops are reported to have occupied the principality of Kelantan.

The Colonial Office declares that the report about British troops having occupied Kelantan in the Malay Peninsula is unfounded. The report originated in Saigon.

Berlin, 23rd September. The French and English Press is still very much agitated about the Siamese question, and the supposed occupation of Kelantan by Great Britain. There is no doubt, however, that there is universal desire on both sides to bring about an understanding.

THE TRANS-SIBERIAN LINE.

London, 15th September. The financial statement for the Trans-Siberian Railway, which has just been issued, shows a deficit of three million roubles.

CHINA AND GERMANY.

Berlin, 23rd September. The Ostasiatische Verein in Hamburg has addressed a letter to the Chancellor in which they thankfully acknowledge the most satisfactory energy displayed by the Government in the payment of the Chinese indemnity to the German merchants.

GEN. FUKUSHIMA'S ILLNESS.

Calcutta, 22nd September. General Fukushima's breakdown while engaged in Indian frontier inspection was due to exposure and failure to protect himself against the change of climate. He encountered some rough weather in the north for which he was unprepared. Reports from the Umballa hospital are that his condition is still grave but that the excellent care and attention that he now receives justify hope of his recovery.

GENERAL NEWS.

COLOMBIA.

London, 12th September. With regard to the situation of affairs in Colombia, the Washington Government are determined to keep the route across the Isthmus of Panama open, and the cruiser Cincinnati has been sent to Colon for that purpose, while the battleship Wisconsin has been ordered to Panama to join the fleet. If necessary a force of troops will be sent.

The Revolutionary General Carrero has surrendered to the Colombian forces in the vicinity of Hoyos. The alleged design of the Colombian rebels to seize the territory surveyed for the Panama Canal, and to hold it until the feasible terms when they plan to sell it to the United States for forty millions and divide the proceeds.

MOROCCO.

Berlin, 23rd September. The Moroccan question has entered upon quite a new stage, through the death of the Sultan's mother, to whose political influence, combined with her friendliness to foreigners, great weight was attached.

ROMANIA.

An American-British note to the other powers regarding the Roumanian Jews is strongly discussed by the whole Press. It is hardly expected that the Powers will answer before the Roumanian Government has given its opinion of the matter.

NEWS VIA MANILA.

U.S. POLITICS.

New York, 17th September. Representative David B. Henderson, of Iowa, Speaker of the House of Representatives, has declined to accept re-nomination at the hands of constituents of his district. Mr. Henderson gave no reason for declining to again accept a nomination for Congress.

The Republican party has been shaken to its foundation and is considerably embarrassed over the attitude of Speaker Henderson in declining a re-nomination. The possibilities are that either Representative Jos. G. Cannon, of Illinois, Jas. W. Sherman, of New York, C. H. Grosvenor, of Ohio, or L. B. Littlefield, of Maine, will be the probable candidates for Speaker of the Fifty-Eighth Congress.

New York, 18th September. At the Republican conventions held in Connecticut, Alabama, and New Hampshire, President Roosevelt's policy was endorsed.

New York, 15th September. President Roosevelt has left his residence at Oyster Bay for a two weeks' trip through the West. It is reported that the conference held at Oyster Bay on Tuesday between the President and the prominent Republican leaders resulted in Mr. Roosevelt announcing his intention to adhere to the late President McKinley's reciprocity policy instead of favouring any revision of the tariff.

GENERAL MILLS EN ROUTE.

New York, 17th September. General Nelson A. Miles has left Butte, Montana, for San Francisco, there to take a steamer for the Philippines.

MINERS RESUMING WORK.

New York, 17th September. Several of the Pennsylvania collieries have resumed operations and it is predicted that there will be an early and peaceful settlement of the trouble.

VENEZUELA.

New York, 17th September. The Venezuelan insurgents have been checked to the advantage by government troops under the direct leadership of President Castro.

THE PEARY EXPEDITION.

New York, 18th September. Lieutenant Edwin Robert Peary, U.S.N.,

BEWARE.

of the Peary expedition, has been successful. The Derby has a fully been successful, but the St. Leger has during the same period been won by twenty-eight of that sex, so that there is good reason for the racing idiom which dubs September "the mare's month."

and explorer, has arrived at Sydney, N.S., and reports that his expedition has been most highly successful. He reached the highest land latitude on record and made discoveries of the utmost importance to scientists.

ANARCHISTS.

New York, 18th September. Not since the assassination of President McKinley has the country been so stirred as by the news that on the reception committee to President Roosevelt in Chicago are two anarchists. Great preparations are being made in the Queen City of the Lakes to fittingly receive the President of the United States next month. The chief of police of Chicago is making a strict investigation of the report, and extra precautions looking to the safety of the President while he is in Chicago will be taken.

AMERICAN PRIESTS FOR PHILIPPINES.

New York, 19th September. Monsignor Rodriguez, prior general of the Augustinian friars, is visiting the United States in furtherance of the project to substitute American for Spanish priests. Fathers O'Mahoney, of Massachusetts, and McElrath, of Pennsylvania, will be the pioneers and will leave for Manila this week.

CHUNGKING.

Chungking, 11th September.

THE BOXER MOVEMENT.

In this province still spreads and the officials are hard put to cope with it. The latest news is that, under a leader named Liu, 600 men, armed with gingalls, are encamped in a fortified chai at Anjo, a town situated west of Hoehow and Suining, about fifty miles to the north-west of Chungking and near the high road hence to Chengtu. Our city of Chungking is to be attacked, without and within, on the day of the mid-autumn Festival, the 16th instant, but these threatened irruptions seldom eventuate, as your readers will learn by telegram, negatively, so to speak, before this letter is read by them. The officials here are on the alert and making the best show they can with their scanty resources. The garrison of this place, nominally 1,000 but actually about 200 men, has gone in part to attack the rebels. The question is, how far can the troops be relied upon? In the recent encounter outside the gates of Chengtu, they certainly made a very poor exhibition, considering that these, the Viceroy's men, are foreign-trained and armed with magazine rifles, while the wretched Boxers carry only knives and have a gingal. Altogether in this vast province there are probably not more than 5,000 or 6,000 regularly drilled troops, and these are scattered in small contingents. Every threatened place calls out for troops, and Boxers, or bandits, which is much the same thing, appear to be ubiquitous. Foreign travellers are a cause of much anxiety to the military; the French Consul, who left for Chengtu last month, had a good guard of 400 men, and two missionaries, who left for the capital about the same time, forced the Taoist, in his anxiety lest he should have to answer for a European life, to send along with them a guard of 97 soldiers. The object of the latter's journey was to distribute tracts to the students upon their issue from the Examination Hall in Chengtu at the termination of the triennial examination now in progress there. On the other hand the British Consul is doing all in his power to dissuade British subjects from travelling with the view, apart from the risk they run of leaving the embassies of the hard-driven officers. The trouble has no doubt come to a head through the fabled character of the old Viceroy Kwei Chun, a Manchu who is entirely in the hands of a parcel of the most reactionary and foreign-mad in the province. The new Viceroy, Tsien, who is now hastening down from Shanai by forced marches, is reported to be a strong man; he is 44 years of age and the son of the late Viceroy of Yun-nan.—N.C. Daily News.

A WEIRD SCENE.

The Wenchow correspondent of the N.C. Daily News describes the following curious spectacle consequent on the severe cholera outbreak at Wenchow:—

The usual methods of gutting rid of the pestilential spirits have been adopted here; anything rather than cleanse the canals and improve the cesspools. Thousands of dollars have been spent in making a boat for the spirits to travel away upon, and in discharging the necessary expense connected with inducing them to enter the boat. All this incidental traffic was congregated in great style at the temple of the God of the Eastern Peak, and after many days of processioning along every street of the city, the reciting of many prayers, the blazing off of many crackers, the pattering set off late at night to escort the visiting demons to the river. It was a weird scene. The accompanying crowd of human excreta numbered between five and ten thousand, each man carrying a lantern, mostly all of them young men—carried either a lantern at the end of a long strip of bamboo, or a blazing torch. We have seen the procession before, but never so elaborate as on this occasion. Instead of travelling at the usual slow processional rate, the whole mass ran as fast as the narrow streets permitted, every man shouting at the top of his voice; anyone who has had to flee or to flee from a howling crowd of this kind knows the thrill it inspires. On leaving the river bank the boat was speedily launched, a boatman with more pluck or less love of life than his fellows being in readiness to tow the paper junk down the river, where the spirits are wont to seek somewhere else enwrapped in flames. The paper junk is no sooner launched than all lamps are hastily extinguished, and everybody sneaks quickly and quietly back into the city by another gate, so that the spirits may lose their bearing and not be able to find their way back again. How clever the Chinese are! And what foods the spirits! The Chinese very evidently think themselves cleverer than either the gods or the devils which they worship, which makes one wonder why on earth they worship them.

In this particular case it is the custom to tell the demons that Wenchow is a very poor place, but that there is a place called Yangchow, where the people are rich, the houses high, the women beautiful, and everything much superior to what it is here. At the city of Chichow, up the Wenchow River, the demon on occasions like the present are always told that Wenchow is a better place than Chichow; thus they pass on the spirits one to another. All which seems somewhat to differ from the teaching of the "Master." "What you don't want yourself, don't pass on to others."

Three times only in the long history of the Derby has a fully been successful, but the St. Leger has during the same period been won by twenty-eight of that sex, so that there is good reason for the racing idiom which dubs September "the mare's month."

M. SERGIUS DE WITTE.

The following about M. de Witte, Russian Minister of Finance, who is mentioned in our London telegram to-day, will be read with interest. We are indebted for the remarks to the new magazine *Russia*.

M. de Witte, who has become one of the most useful collaborators of the Tsar, and one of the most notable men in Europe, belongs to an old and noble Russian family. His maternal grandfather, the Governor of Saratof in the time of the Emperor Nicholas I, married a Princess Dolgorouki. His father, who belonged to the hereditary nobility of the province of Pakot, was Governor of the State Domains in the Caucasus, where M. de Witte was born in 1849. He is, therefore, now fifty-three years old.

After graduating from the University of Odessa in 1870, he was attached to the administration of the railway at Odessa, which at that time was part of the network of railroads owned by the State. When the railway of Odessa was given up to private exploitation in 1876, and joined to the South-Western Company, M. de Witte handed in his resignation as an official in the Ministry of Railways in order to remain in the service of the Company, where he passed the first years of his public life. During this time he evinced great activity and a marvellous capacity for work. Although absorbed in the business of his administration, he found time to collaborate in a large number of papers, such as *Kater's Gazette*, *De Moeste*, *D'Aksakoff's Review*, and *La Parole de Kiev*, and he also published very voluminous articles on questions of economic and financial interest in connection with railways. At the same time he collaborated in the authorship of special treatises, such as *Principles in the Matter of Railroads and Tariffs*, *Political Economy of Franz List*, and others.

The services rendered by M. de Witte to railroads, and the competency and talent that he has displayed in his career as an economist, ensured his promotion, ten years after he entered the South-Western Company's service, to the post of General Manager of that line, one of the most important in Russia, and extending over an area of 3,000 kilometres. At about the same time M. de Witte sat on the Commission instituted by the Emperor, to study questions relating to the position of Russian railways.

Called to the position of Managing Director of Railways from the financial standpoint, M. de Witte found himself in his element, more especially as the Emperor Alexander III, who knew how to recognise the various qualities of his subjects, had expressed his wish to see M. de Witte's talents, zeal, and probity adequately utilised in the service of the State; and in this new post he amply justified the confidence inspired by his character. In 1892 an Imperial decree placed M. de Witte at the head of the Ministry of Railways; but this appointment was only a temporary one, as the Emperor soon placed him in the Ministry of Finance, where he has already proved that he will be able to render to Russia the great services that were expected from him.

The latest instance of his powers of conception and initiation, as well as determination, is the Note which has just been issued by Russia to the other Powers, inviting common action with a view to counteracting some of the tendencies of the modern "trust" system.

As may be seen by this short sketch, M. de Witte is not only a theorist, well primed with all the knowledge necessary for the tedious task which he has undertaken, but also, in a supreme degree, a practical man who, since he has been in power, has demonstrated the extent and grandeur of his conceptions. His broad and enlightened ideas, his encyclopaedic knowledge, and his spirit of initiative have tended to show the superiority of his views over those of all his predecessors in the Ministry of Finance. Solidly occupied as he is in promoting the good of the State, his name has never been associated with intrigues.

He has, in addition, that invaluable gift that creates true statesmen, such as Richelieu, Bismarck, Gladstone—the gift of will—a firm and tenacious will that stops at nothing, and with which he sways everyone, and which, for the greater good of Russia, pursues the tenor of its way unchecked.

LEKIN IN ENGLAND.

A correspondent writes as follows to the *Western Gazette*:—"What news we read of the abolition of tax upon tea in China!—'lekin' they call it. It will be the making of China—we can all see that. Now, when will our turn come, and with what upheaval will England's emancipation be brought about? Kindly look at some facts. Our transit system is load-laden with a capital charge, I suppose, nearly equal to the National Debt. This has to bear a 4 to 5 per cent. dividend, and if it be partitioned out, then some 300,000 householders with dependents, quite 1,000,000 souls, are paid for. This cost comes entirely out of our railway *lekin*. A man goes to town daily twenty miles. It costs him £1 a week. It does not cost the railway 5s. a week. The difference is all *lekin*. The farmer, the fruitgrower, the manufacturer, all green under the load of *lekin*. I admit that the first shareholders in a railway company should benefit immensely, but it is the excess of privilege that is fatal to our industrial trade. It is largely immoral and wicked to exploit the public traffickers and travel as if it were a private asset. The shareholders in a railway have no right, properly, to more than a normal profit on their investment for the simple reason that all excess over this being a tax on the vitality of the country is not within the power of a private corporation. But it is, unhappily, bestowed upon the railways by a long and beautiful series of Acts obtained in Parliament. Let us examine the very similar case of town loans. The town borrowings of the people of the Government, but in either case a sinking fund is part of the arrangement, and they are not in the habit of creating a perpetual charge upon the town rates nor are they privileged to have their stock doubled, two shares for one, and sell the new share to a new shareholder at a good figure to swell the number of annuities as the principal railways do. Sir, the conspiracy of this railway stock *lekin* is inappreciable, unassailable. Our children will rise up and curse us for it. Some seventy years have elapsed since the railways were made; surely time enough for the true Free Trader, the true Briton, the true Liberal, to have ended this abomination, which might have been done years ago with wise control?"

NAMES IN SOUTH AFRICA.

South Africa has very liberally enriched the English vocabulary of late years—spruit, sluit, kopje, fontein, slim, outspan, inspas, trek, commander, and innumerable vernacularisms of the veldt and of veldt life have gone to swell that opulent language which the British everywhere, borrowing from East, West, North, and South, delectably claims as his. But it is time, says the *Stemwaker* of Pretoria, that the English language paid back to South Africa some of this debt. We are waiting impatiently to get names for things, and we seem to be waiting more or less in vain. The old makeshifts were good enough in the past, but they are not good enough for the present. And the reason is very clear. Then we had the names—or what we were content to put up with as names—but we had not the things. To-day we have the things, but we have not the names. We are starting life fresh in South Africa, we are building a new house, and cramming it full of brand new furniture. We want to know what we are to call our new house, and what we are to call all the new conditions, new institutions, new relations, new hopes, new activities, new ambitions, with which we propose to furnish it.

Hitherto we have talked of South Africa, and for a change have alluded vaguely to the sub-continent. Sub-continent, as far as we know, means nothing at all, or it means anything, means rather more than the present group of British South African Colonies; South Africa, on the other hand, signifies rather less than that present agglomeration of territory stretching from Table Bay to the farthest Zambesi, which owes to-day the sway of Edward VII. Perhaps we shall have to wait awhile, till the relations of the various South African States are more defined and more closely bound, before we can find the name for which we seek, but in the meantime we can possibly think of something better than sub-continent. The difference between South Africa and the United States; or, to keep the analogy in the family, between Australia and Australasia. By the time we get this new name for our new home perhaps we shall have found names for all the rare treasures with which it will be furnished.

But what about its occupants? They obviously stand in great need of rechristening also. Natives, Free Staters, and Cape Colonists; Johannesburgers, Bloemfonteiners, Durbanites, Capetonians; East Londoners, Portolians, and Burcharders. Even the delicate subtlety of "Bananians" and "Snoeks" as the inhabitants of the two coastal Colonies, with fine irony, were in the habit of designating each other, is fast being lost to our generation and in an age when all South Africans eat bananas and no South African eats snook. We sadly want a generic name; none of the old ones could be tolerated for a moment; none of the new ones that have been from time to time suggested is to be even thought of without shuddering horror. Nowhere is this strange impotency of the English language more manifest than in its failure to furnish a single word which would comprehensively denote the white people of South Africa. There has been discovered or manufactured no alternate English word for either the term Afrikaner or that fast-decaying, and now meaningless abomination, Uitlander. The term South African has been for some time past gradually coming into use for whites of European descent, and, by comprehending both, has been intended to destroy the distinction laboriously drawn between "Dutch Afrikaners" and "English Afrikaners."

It is to be hoped that "South African" is not popular; it has a dubious significance, and up to the present it has raised no unpleasant suggestion of colour.

CAPTAIN H. HARFORD ON THE PHILIPPINES.

The following is from the *Philadelphia Press*:—"Captain Henry Harford, the British consul at Manila, has been on a visit to England, and in Washington recently on his way back to Manila. He does not have a very high opinion of the Filipinos and he thinks that the course of General Jacob Smith in quelling the outbreak in Samar was the only course to pursue. In speaking on the subject, he said that he did not wish to be understood in any way as assuming to criticise the action relating to General Smith's retirement. General Smith, he thought, had a very difficult task in Samar, and he had done well. He said, 'to fully understand and realise the difficulties to be coped with in the Philippines. You should give your army every credit for what it has done over there.'"

Captain Harford believes military rule, or a degree of it, a necessity in the Philippines. As for the Filipinos, he considers them incapable of self-governing, describing them as treacherous and, excepting a very small proportion, ignorant and little more than savagery. A tempering policy, he declared, especially in such parts as Samar, would be a mistake. "They must be subjugated," he said. "You must teach the little devils to respect you. I think your officers have conducted the war as humanely and gallantly as any people in the world could have done."

Captain Harford has been in the service of his country for fifty years in military and consular capacities.

THE attention of the readers of this paper who are in want of a Typewriter Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

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The Sole Agents for Southern China are Messrs. W.M. MEYERINK & CO., of our place. [3465]

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Hongkong, 22d September, 1902. [894]

A QUESTION OF NAVAL TACTICS.

Admiral Gervais, in his report to the French Government on the results of the recent naval manoeuvres in the Mediterranean, is alleged to have made certain statements which naval men will be disposed to receive with caution. In the first place, it seems rather improbable that the necessarily confidential views of the admiral should have been so publicly expressed as to enable one of our new agencies to pick up the crumbs of his wisdom. Admiral Gervais is reported as saying that these manoeuvres show it to be still possible for a big fleet to "elude an enemy on the water." This discovery does not appear altogether novel. Perhaps the word "land" should have been substituted for "water?" Our own naval manoeuvres have most amply proved that fleets both large and small can evade each other with considerable facility. Why a "large fleet" should be eager to evade one of presumably smaller size is not made clear. Another alleged utterance of the distinguished French admiral is of more interest, but, as it teaches the world, this utterance is so entirely stripped of technical phraseology as to leave no doubt as to what was really said—if, that is, anything of the kind was said at all. "Further," he was demonstrated," says the news agency, "that a big fleet, no matter how swift the various vessels may be, cannot in practice surround a smaller fleet so as to bring it into such a position where a cross-fire can be poured into it." We are not prepared to assert that Admiral Gervais has not made this important discovery, but if he has it will be seen that a fleet of, say, 30 fast battleships will enjoy but slight if any advantage over a other of ten ships, at least during the early part of an action. The large fleet, we are asked to believe, cannot be manoeuvred as to secure a material advantage of fire.

From this it may be fairly deduced that skillful manoeuvring will not bring any solid advantage to fleets of equal strength, and the lesson which we should draw from this discovery is not quite the same as that drawn by the news agency. The agency deduces the moral that speed for battleships is shown to be far less important than "naval theorists" (whatever they may be) will care to admit. An even more striking lesson might logically be deduced from the alleged discovery of Admiral Gervais, that naval tactics are useless. What could the old naval strategists have meant by asserting that "only numbers can annihilate?" They were wrong, of course. They had not the advantage of studying the utility of steam tactics. After these lessons, it seems a small matter to learn that the French manoeuvres have entirely proved torpedo-bomb destroyers to be useless, except for coast defence. "Time after time," we read, "they failed to keep touch with the fleet at night, and on more than one occasion they failed to keep touch with one another." Would it be very perdition to suggest that this failure may have been due to lack of knowledge or experience on the part of the French officers. It is rather large order to be asked to believe that peace manoeuvres have entirely established the uselessness of destroyers. However, the *Naval and Military Record* says, it is far from certain that Admiral Gervais has been accurately reported.

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Hongkong, 6th September, 1902. [239]

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Hongkong, 19th March, 1902. [2458]

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Hongkong, 22nd September, 1902. [2325]

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Hongkong, 13th June, 1902. [165]

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THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

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Hongkong, 14th February, 1901. [60]

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Hongkong, 21st June 1901. [1217]

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. The Manager's Office is open from 10 a.m. to 5 p.m. on days of publication. After that hour the supply is limited. Only supplied for Cash.

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3, D'Almeida Street,
39 to 40, Egin Road, Kowloon.
Hongkong, 29th September, 1902. [2586]

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For Freight or Passage, apply to
DOUGLAS LARCAK & CO.,
General Managers.
Hongkong, 29th September, 1902. [2588]

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THE Company's Steamship

"ERNEST SIMONS,"
Captain Dupuy Promy, will be despatched for the above ports on or about SATURDAY, the 4th October.
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G. de CHAMPEAUX,
Agent.
Hongkong, 28th September, 1902. [2589]

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having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge, or remaining on board after 4 p.m., the 30th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 27th September, 1902. [2585]

PHILIPPINE TRANSPORTATION AND CONSTRUCTION CO.

FROM NEW YORK.

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"CHARLES TIBERGHIEN,"
having arrived from the above port, Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undelivered will be subject to sale.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
ARNOLD KARBURG & CO.,
Agents.
Hongkong, 27th September, 1902. [2587]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING for the purpose of receiving the Report of the Committee and Statement of Accounts for the past year, Electing a Committee for the ensuing year, and for the transaction of general business, will be held in the CITY HALL, 10-DAY (MONDAY), the 28th September, at 5.30 p.m.

DAVID WOOD,
Hon. Secretary.
Hongkong, 22nd September, 1902. [2521]

HONGKONG HOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Club will be held in the CRICKET PAVILION, TO-MORROW, the 30th inst., at 6.15 p.m.

J. HOOPER,
Hon. Secretary.
Hongkong, 2nd September, 1902. [2524]

GYM KHANA.

THE following is the Programme of a Gymkhana to be held at the HAPPY VALLEY and RACE COURSE, on SATURDAY, the 11th OCTOBER, 1902, commencing at 3 p.m.:—

1. One Mile Flat Race. Open. Wagers. Limit 14 lbs. 3 in.
2. Polo Pony Race.
3. Jumping Competition. Open. Limit 14 lbs. 3 in.
4. Tent Furling.
5. Final Heat. Polo Pony Race (if necessary).
6. Steeplechase. Open. Limit 14 lbs. 3 in.
7. Oatmeal Race.

Hongkong, 28th September, 1902. [2580]

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Wm. MEYERINK & CO.,
Sole Agents.
Hongkong, 16th September, 1902. [2464]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th SEPTEMBER, 1902, at 2.30 p.m., at "Westleigh," No. 9, Upper Richmond Road, THE WHOLE OF THE HOUSEHOLD FURNITURE (Particulars from Catalogues);

Also,
A COTTAGE PIANO in good Condition.
A CHOQUET SET.
A QUANTITY OF POTS AND PLANTS.
Furnish: Cash on delivery.
On view from Monday, the 29th September.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 28th September, 1902. [2571]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th SEPTEMBER, 1902, at 2.30 p.m., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CROCKERY, GLASS AND PLATED WARE, PIANO, PERAMBULATOR, COOKING STOVE, &c.;
One SADDLE and GEAR;
Also,
A SMALL COLLECTION OF VERY OLD CHINESE PLATES, BOWLS, DISHES AND VASES of Ming, K'inglung, and Hong-lee Dynasties and other Old China.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 27th September, 1902. [2574]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 2nd October, 1902, at 2.30 p.m., at his SALE ROOMS, Duddell Street, FOR ACCOUNT OF THE CONCERNED, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising—

SEVERAL DRAWING-ROOM SUITES, LEATHER ARM-CHAIRS, OVERMAN-TELS, SIDEBOARD with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHTANDS and TOILET TABLES, CHEST-OF-DEWERS, DOUBLE BEDSTEADS, CUTLERY, CROCKERY and GLASS WARE, STANDARD LAMPS, CARPETS, &c., &c.;
Also,
BLACK WOOD DESK, JARDINIERES, STOOLS, &c.;
AND CO. COTTAGE PIANOS and a few BICYCLES.
TERMS:—Cash on delivery.
Catalogues will be issued.
On View from Wednesday, the 1st October.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 27th September, 1902. [2580]

PUBLIC AUCTION.

THE above fine block of buildings abutting on that portion of Ice House Lane between Queen's Road Central and Des Voeux Road Central and comprising a block of offices at each end with spacious Godowns in the middle, will be put up for Sale by Public Auction in one lot, on TUESDAY, October 14th next.
Further Particulars will appear in due course.
DEACON & HASTINGS,
Solicitors for the Vendor.
Hongkong, 17th September, 1902. [2491]

PRELIMINARY NOTICE.

MARINE LOTS Nos 2 SECTION A AND M. L. 2A.

THE above fine block of buildings abutting on that portion of Ice House Lane between Queen's Road Central and Des Voeux Road Central and comprising a block of offices at each end with spacious Godowns in the middle, will be put up for Sale by Public Auction in one lot, on TUESDAY, October 14th next.
Further Particulars will appear in due course.
DEACON & HASTINGS,
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Hongkong, 17th September, 1902. [2491]

HONGKONG CLUB.

NOTICE.

THE SECOND DRAWING OF SIXTY-FIVE DEBENTURES of \$100 each in the HONGKONG CLUB, numbered as under—

25	447	813	1317	1547
66	461	845	1242	1612
201	480	884	1275	1613
221	490	891	1339	1703
228	535	894	1342	1761
244	536	914	1347	1796
264	540	933	1371	1811
268	558	959	1382	1824
341	571	971	1383	1828
361	571	981	1425	1845
382	710	994	1472	1870
414	732	1072	1487	1914
419	808	1100	1546	1970

have this day been Drawn for redemption, and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on the 30th day of SEPTEMBER, 1902, in exchange for surrender of same.

C. H. GRACE,
Secretary.
Hongkong, 19th September, 1902. [2516]

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on FRIDAY, 3rd OCTOBER, 1902, at 12 o'clock noon, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. Shawen, whose term of Office expired on the 24th instant.
By Order,
A. R. LOWE,
Secretary.
Hongkong, 28th September, 1902. [2562]

HONGKONG SUBSCRIPTION LIBRARY.

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BERNARD LANKESTER,
Hon. Secretary & Treasurer.
Care of JOHN D. HUTCHINSON & Co.,
Hongkong, 15th September, 1902. [105]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 9th OCTOBER, 1902, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Account for the year 1901, and for the Half year ending 30th June, 1902, and of declaring dividends, &c.
The TRANSFER BOOKS of the SOCIETY will be CLOSED from the 28th September to the 8th October, both days inclusive.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 20th September, 1902. [2513]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of OCTOBER, 1902, at 12 Noon, to consider and if thought fit to pass the Special Resolutions including those for the voluntary winding up of the Company and the appointment of Liquidators, necessary for the purpose of carrying out, pursuant to and in accordance with the provisions of Section 149 of the Companies Ordinance No. 1 of 1865, a provisional agreement entered into between THE CHINA-BORNEO COMPANY, LIMITED, and THE BORNEO HARDWOOD COMPANY, LIMITED, of No. 18, Hishopgate Street, within the City of London, having for its objects the sale by THE CHINA-BORNEO COMPANY, LIMITED, and by THE BORNEO HARDWOOD COMPANY, LIMITED, of their several undertakings to and the amalgamation of such two Companies in a new Company, to be formed for such purpose.

Particulars concerning the proposed Agreement can be obtained on enquiry at the Registered Offices of the Company, No. 4, Queen's Buildings.
Dated this 26th day of September, 1902.
By Order of the Consulting Committee,
WILLIAM D. JOPP,
Acting Manager.
[2577]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock Noon, on THURSDAY, the 2nd October, 1902.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd proximo, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 24th September, 1902. [2561]

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TO LET

29, MOSQUE STREET, GROUND FLOOR.

Apply to—
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Hongkong, 10th September, 1902. [2423]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.

Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902.

TO BE LET.

Nos. 5, 18, 19, and 20, BELILIOS TERRACE.

Also,
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For Particulars, apply to—
TURNER & CO.
Hongkong, 27th August, 1902. [2381]

TO LET.

SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL; suitable for Office.

Apply to—
SIU CHEUNG,
81, Bonham Strand East.
Hongkong, 13th September, 1902. [2449]

TO BE LET.

"BISNEE VILLA," POKEULUM, Immediate Possession.

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Linstead & Davis.
Hongkong, 24th March, 1902. [89]

TO LET.

GODOWNS at WANCHAI with PIER suitable for storage of Coal or any other Merchandise.

Apply to—
HASON LEE,
No. 255, Queen's Road.
Hongkong, 26th September, 1902. [2567]

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Hongkong, 2nd August, 1902. [2090]

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NO. 33, LEIGHTON HILL ROAD, Double-frontage House.

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AHMET RUMJAHN,
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HOUSE No. 13, GAGE STREET, Eight Rooms.

Apply to—
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C. F. DE CARVALHO.
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Hongkong, 12th September, 1902. [3444]

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HOUSES at CAUSEWAY BAY, facing the Polo Ground.

NO. 2, BIPON TERRACE, GODOWNS at BOWENSTON (PRAYA EAST).

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 23rd September, 1902. [71]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.

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Hongkong, 1st April, 1902. [977]

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HONGKONG BUSINESS DIRECTORY

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The Beer is sterilized after being bottled, and
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F. BLACKHEAD & CO.

Sole Agents.
Hongkong, 25th July, 1902. [293]

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MANUFACTORY, WORKS, WEST
POINT, Or F. P. DANENBERG, Tele-
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JUST LANDED A NEW STOCK OF
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20 BORE CARTRIDGES
16 " "
12 " "
10 " "
8 " "

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Guns, etc.
Hongkong, 3rd January, 1901. [15]

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Glassware. Dining-room and other Furniture
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BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Piano Co.
Hongkong, 20th November, 1901.

CAPT. E. SHEPHERD,
NAUTICAL ADVISER, LICENSED
PILOT and SURVEYOR.

Office: BANMAI, WAT BANG KWANG,
BANGKOK, SIAM. [2470]

C. E. WARREN & CO.
BUILDING CONTRACTORS,
80, DES VOEUX ROAD CENTRAL.

ALL kinds of SANITARY APPLI-
ANCES and DRAINAGE ACCES-
ORIES Supplied and Fixed.

AGENTS FOR MOSAIC TILES. [141]

SIAM AND PATANI.

The following is said to be "the truth about
Patani," by the Singapore Free Press's special
commissioner in Siamese Malaya:—

There is some little difficulty in approaching
this section of my enquiries owing firstly to
the fact that so many things can be said about
Patani, and secondly because much of what
I have to say has been told before, though
generally it must be confessed in a decidedly
exaggerated manner. It has been the aim so
far and will be to the end to show forth facts
only, and although I never dismissed these
matters much with Siamese officials, I hope to
present them without any prejudicial colouring.

Patani has, if anything, a more interesting
history than Kelantan. One does not need
however, to go back further in that history
than about eighty years ago, when the
Siamese came down and conquered the
kingdom. Then a large number of the
people were carried off, so that the country was
almost depopulated. The Tengku Besar of
Kelantan, seeing how things stood, took with
him some five or six thousand men from Kelan-
tan, and proceeded to Patani where he settled
down and assumed the title of Rajah, apparently
on the ground of relationship with the former
Rajah, and he was the first Rajah to take the
oath not to fight against Siam. The Siamese
recognised his title then, and ever since the
Rajahs of Patani have been direct members of
the original stock. Well for nearly seventy
years Patani and the other States were left in
peace by the Siamese, and though one cannot
say that they advanced by leaps and bounds
towards civilisation, they were for the most part
well ruled, and in any case the population grew
and commerce increased. In Patani for instance,
not only was an important canal constructed on
the Patani river near Nongchik but several
very fair roads were built, and the salt industry,
which is now one of the chief forms of revenue,
was gradually built up.

Six years ago in the time of the late Rajah
Sleyman, there arrived in Patani Luang Besil,
a Siamese official, who bore a letter from the
King of Siam in which occurred the following
sentence:—"I send you this Commission in
order that if you have any trouble in adminis-
tering your people you may call him to advise
you as to the best means of doing it." From
this little spark was kindled the great fire
which seriously threatens to work the destruc-
tion of all these States. Luang Besil, however,
made himself so objectionable by creating
trouble between the Rajah and the people, that
the former was forced to ask for his recall.
He was removed and in his place came Phya
Sakum, the present High Commissioner for all
the Malay States over which Siam claims to
exercise control.

Now Phya Sakum was for progress, and his
first step was to suggest that the optimum-farm
of all the seven states of Patani, Jering, Sai,
Rahman, Legah, Jador, and Nongchik should
be put under one farm. Having made the sug-
gestion he proceeded to carry it into force, and
without the consent of the Rajahs let the farm
to a Chinaman for three years, promising,
however, that the Rajahs should get their share.
It may be noted in passing that for the first
three years the joint revenue was \$30,200 and
for the next term of three years it was
\$210,000. An arrangement was made which
did credit to the business instincts of the
Commissioner, and it was worked as follows:
The revenue from the farm of all the seven
States was to be pooled, and from this each
Rajah was to receive the amount he had been
previously receiving from his own farm. The
balance was then to be halved, half to be given
to the Rajahs and the other half to be devoted
to the administration of the country.

This looked very well in theory, but it had the
insuperable objection that the Rajahs were
never able to find out if the scheme was any balance,
and in consequence they never got any of the
money. It is in connection with this little
example of financial expediency on the part of
Phya Sakum, that the ex-Rajah of Patani felt
a decided grievance. For the first year, in the
time of Rajah Sleyman, the Rajah received from
the optimum-farm his share, i.e., a similar amount
to what he had been accustomed to receive when
the farm was in his own hands; but from that
time another payment has ever been made,
and the ex-Rajah of Patani never received a cent
under this head. Where it all went to no one
knew except the Siamese, who are not likely to
say, but it gives one example of the Siamese
ideas of colonising a country and making
friends with the rulers.

However, this is rather an aside, and I must
refer back to the time when Rajah Sleyman died.
That occurred about four or five years ago, and
in accordance with Malay custom before he was
buried the chiefs met in council and decided
on Abdul Kadir as his successor. They drew
up a document, signifying their choice, and
amongst others who signed was Rajah Pitak
of whom there will be more to be said later.
This letter the Rajah decided that he would
himself take to Bangkok, and he did so, and
the King of Siam reported himself satisfied with
the choice, and remarked that if in a year's
time the Rajah had ruled well he would confirm
the appointment. A year later the King visited
Patani and gave the Rajah a letter, saying that
he was now Rajah of the country and should
rule the country as his forefathers had done.
The letter was in Siamese and was similar to
the one given to the late Rajah Sleyman when
he came to the throne. In the course of that
letter, according to a rough translation, there
occurred the passages: "He can stop or begin
any work when he thinks fit," and "He can
govern all the people and his subjects in Patani
as his predecessors governed." No one
seems able to explain exactly for what reason
this letter is sent from Bangkok, as there is no
document which says why it should be sent or
when the custom originated, and it is difficult
now to get reliable native evidence. Perhaps,
however, in this matter Bangkok will turn out

to be the authority for and
meaning of the custom.

About this time the Siamese had managed
to make themselves extremely objectionable
so much so that His Highness was driven to
petition the British Government through
Singapore. This occurred in the latter part of
1901, and as the points of the petition may be
of interest as showing how the Siamese were
treating the Rajah just about then, I will give
them briefly in tabulated form:—

- (1) The attempt of Siam to do away with
the old Mohammedan customs relating to law,
justice, crime, property, etc.
- (2) The attempt to introduce Buddhist
teachings.
- (3) The remission of punishments on these
Malays not attending Mohammedan prayer;
and of contributions to be upkeep of mosques.
- (4) The criminal conduct of the Siamese to
the women of Patani.
- (5) The Siamese Commissioner of Singora
insisted, during the time between the death of
Rajah Sleyman and the appointment of the
petitioning Rajah, on collecting the customs
revenue, which it was said would be returned
but which never was.
- (6) The Commissioner had also interfered
with the collection of the triennial poll-tax
made for the purpose of sending the Bunga Mas
and Bunga Perak to Bangkok.
- (7) The Commissioner also said that the salt
revenue must come through his hands. This
revenue was derived from a rent on the lands used
for salt manufacture, and amounted to about
\$6,000 or \$7,000 a year.

These were a few of the complaints set forth
in the petition and make a formidable indictment
against the Siamese, and the Rajah rightly
contended that such conduct was absolutely
contrary to the King's letter of appointment,
if that letter really carried any authority, whilst
if it did not, then the matter was one to be
settled between the Rajah and his people and
the Siamese.

It may be asked why the Rajah did not petition
Bangkok in preference to Great Britain? Well,
it can be easily said that if they have been kept
the letters from Rajahs of the Malay States to
the King of Siam containing complaints must
require a special compartment to themselves,
for seriously there have been a large number of
these written at different times. Thus
matters stood towards the end of September.

Not long after Phya Sri Sabadash came to
Patani with a letter from Prince Damrong to
the effect that if the Rajah had any complaints
to make he was to tell them to Phya Sri. The
Rajah replied that if Phya Sri wished to know
of his grievances he was at liberty to see the
copies of the letters which had been written
from Patani. Phya Sri, with that commend-
able alacrity which characterises him, promptly
took possession of all the copies and sent them
on board the gunboat.

He next asked Abdul Kadir what answer he
was to give to the King. The Rajah naturally
wished to consult his Council first, but Phya
Sri suggested that he should compose an answer
and the Rajah should sign it. A Council
meeting, however, was called next day, and the
members advised that as the letter was written
in Siamese it would be wise not to sign till
they knew what it meant. The Siamese Vice-
Minister then read the letter, and the Rajah
said there was much he did not agree with.
Phya Sri urged him to sign, at the same time
telling him not to worry, as if there was any-
thing in it that did not quite meet his views it
could easily be arranged later. He then pro-
ceeded to explain the letter differently and next
morning the Rajah chopped it.

Of course the inevitable happened. A
Siamese friend was called who translated the
letter which turned out to mean something
quite different from what Phya Sri had read.
The Rajah wrote to the Siamese Minister, who
had gone to Singapore, and pointed out the
discrepancies, and later they met at Nongchik
where there was a meeting of the Rajahs. At
that meeting were present the representative of
the Rajah of Rahman, and the Rajahs of
Patani, Jador, Jering, and Nongchik. Phya
Sri produced a large document which he wanted
signed. He told the Rajah of Patani that he
was most anxious to amend any mistakes that
might have occurred in the previous document,
and therefore was eager that the present
document should be signed. Now it was un-
fortunate for Phya Sri that the Rajah had had
so to speak a private view of this interesting
document, and found it contained a clause
enabling the King of Siam to depose him at
will. This had such an effect that he fell in-
continentally sick, and was so ill that he could
not even sign anything, and so after a day or
so the meeting broke up and nothing was
accomplished.

Phya Sri returned to Siam and a few weeks
later there came to Patani a letter from him to
the effect that the King had been told of the
occurrence, and doubtless His Highness would
be glad to hear the King's answer. The Rajah
replied by messenger that he hoped the King
would grant his requests. The messengers de-
livered the letter to Phya Sri at Bangkok, and
he said he would bring the answer in person.
The messengers returned, but losing their boat
at Singapore had to go to Penang, and from
thence overland through Kuala Lumpur. This took a
long time, and when they finally reached Patani
they learned that the Rajah had been kidnapped.

In order to get the full story of the incident
we must go back to 20th February, 1901. On
that day the Siamese Commissioner at Patani
brought the Rajah a telegram which said that
the Vice-Minister of the Interior had been to
Singapore to see the King who was staying
there, then, and that he was coming to Patani;
and would arrive about six o'clock. He did not
come, however, till nine, and then he landed and
went to the house of the Commissioner. He
sat for the Rajah, who at the time was at
prayer, but as soon as possible he went to see

the Vice-Minister. He had with him only
about half a dozen followers. Phya Sri had
arrived at Patani in a gunboat and a number
of armed sailors had been quietly landed from
her, and had marched up to the town. There
were also a number of the Siamese soldier-
police, in all there being a force of about 100
men about the house.

Phya Sri first read a letter from the King of
Siam in which he promised to give the Rajah
20,000 taels annually, but whether this was on
condition of his signing the document enclosed
in the letter I was unable to ascertain. He then
produced a document with the obnoxious clause
as to deposition, and new rules for the Govern-
ment of the country. His Highness asked for
time to consider and consult his Council, but
this was refused. He said that in two days he
expected the messengers back from the King
at Bangkok, and they had better wait. He
was again refused and was invited to go to
Singapore to sign, but he maintained that was
not the proper place but expressed his willing-
ness to proceed to Bangkok. He was then
given five minutes and told if he did not sign
he would be deposed there and then. Still
refusing, Phya Sri then said he should appoint
Tungku Pitak as Rajah and his brother as
Rajah Muda. He said the arrangement was
only temporary, once more asked the Rajah to
sign, and as he still refused called up soldiers,
and under the drawn swords of these men the
Rajah was conducted straight on board the
gunboat, being allowed no time either to see his
family or get any clothes. From thence he was
taken to Bangkok, and sent up to Pitsanuloke
where he still remains under arrest without
ever having had the shadow of a trial.

INSURANCES

PHENIX FIRE OFFICE.
The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAMPAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 12th August, 1887. [28]

"L'URBAINE"
FIRE INSURANCE COMPANY, LD.
(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [173]

**GENERAL MARINE INSURANCE
COMPANY, LIMITED.**
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

MOETZ, JACOB & CO.
Hongkong, 1st September, 1902. [237]

**TRANSATLANTIC FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]

**NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.**

THE Undersigned AGENTS of the above
Company are PREPARED to ACCEPT FIRE
and Foreign and Chinese Risks at Current
rates.

SIEMSEN & CO.
Hongkong, 20th May 1895. [27]

**AACHEN AND MUNICH FIRE IN-
SURANCE CO.**
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTEL, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1907. [118]

**THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.**
INCORPORATED 1851.

Cash Security £625,719
Total Losses Paid £6,729,240

THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

**THE LIVERPOOL AND LONDON AND
GLOBE INSURANCE COMPANY.**
ASSETS EXCEED TEN MILLIONS STERLING.
THE Undersigned having been appointed
AGENTS are prepared to ACCEPT
FOREIGN and CHINESE RISKS against
FIRE, at Current Rates.

WM. MEYERINK & CO.
Hongkong, 3rd June 1902. [2376]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
THE Undersigned having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [2]

**NORTH BRITISH AND MERCAN-
TILE INSURANCE COMPANY.**
TOTAL FUNDS AT 31st DECEMBER, 1901,
£15,722,603.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,695,548 5 2

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

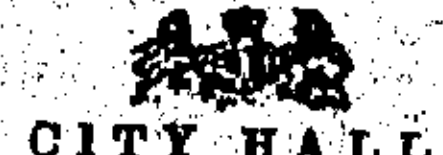
SHEWAN, TOMES & CO.
Agents.
Hongkong, 1st July, 1902. [1796]

**SALAMANQUE FIRE INSURANCE
COMPANY.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HCTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [28]

THEATRE



ROYAL

THE NEILL-FRAWLEY COMPANY.

PRESENTING

DANIEL FRAWLEY,

SUPPORTED BY MISS MARY VAN BUREN AND A COMPANY OF AMERICAN
ARTISTS, IN

"THE SECRET SERVICE"

AND

"LORD AND LADY ALGY."

TICKETS ON SALE AT THE ROBINSON PIANO CO.

[2549]

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OF



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ILLUSTRATED CATALOGUE POST FREE.

THE YOST TYPEWRITER CO., LD.

50, HOLBORN VIADUCT, LONDON, E.C.
SOLE AGENTS FOR THE FAR EAST—
KELLY & WALSH, LIMITED
SHANGHAI, HONGKONG, SINGAPORE AND YOKOHAMA. [1187-2]

JAPAN



COALS.

MITSUI BUSSAN KAISHA
MITSUI & CO.

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108 HUNTER STREET

OTHER BRANCHES.

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chafoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki,
Kuchino, Sasebo, Maidzuru, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mamoda, Manoura, Onoura,
Otsuji, Sasahara, Tsukuburo, Yoshinotani, Yoshio, Yunkobara, and other Coal
Mines. M. INUZUKA, Manager, Hongkong.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace)

PURVEYOR TO THE BRITISH FIELD FORCE
CANTERBURY IN SOUTH AFRICA.

BRANCHES:

BOMBAY.....20, RAJABADE ROAD.
CALCUTTA.....4, DALHOUSIE SQUARE.
RANGOON.....72, MERCHANT STREET.
LONDON.....19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO. HONGKONG.

[1048-1]

NOTICE.

AT the request of TCHOI-HUONG PO
& SIELITCHIM, Chinese merchants
of Canton, represented by Mr. GOUNELLE,
lawyer, it is hereby brought to the knowledge
of the interested parties that in compliance with
a Judgment dated 21st August, 1902, issued
from the Justice of Peace Tribunal with
extended power, at Kwang-Chowan deciding in
commercial matter, in favour of the said TCHOI
& SIELITCHIM, the said Judgment
maintained on opposition the Societies for the
working of the Oium Farm on the Kwang-
chowan territory and the line of navigation
between Kwang-Chowan, Hongkong and
Canton, at the Capital of \$1500 000 fully paid
by the plaintiffs have been dissolved and the
liquidation ordered for all the transactions
interest of the Societies and the titles of
H. PIRE & CO. and PIRE & CO.—That Mr.
MORBAU dissolved at Kwang-Chowan has
been appointed liquidator.

A copy of the above mentioned Judgment
has been laid on the 23rd August, 1902, at the
Kwang-Chowan Tribunal.

FRENCH CONSUL.

Canton.
Hongkong, 25th September, 1902. [2555]

**CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.**

ANY OUTSTANDING ACCOUNTS
against the above Company must be
sent in to the undersigned on or before the 5th
OCTOBER, 1902, after which, no claim can
be recognised.

BUTTERFIELD & SWIRE.
Hongkong, 23rd September, 1902. [2554]

GRAVIA & CO., Importers and Exporters
of Foreign and Colonial POSTAGE
STAMPS, 33, Peel Street, Hongkong, have
just received for sale at their stall at Long-kow
Hotel Corridor a large variety of nice Pictorial
Post Card Albums, Pictorial Post Cards,
Panoramas of Hongkong, Macao, Canton,
Chinese Costumes, Views &c., &c

OCEAN STEAM SHIP COMPANY. LD.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 10th October.	
GLASGOW and LIVERPOOL.	On 18th October.	
GLASGOW and LIVERPOOL.	On 24th October.	
GLASGOW and LIVERPOOL.	On 30th October.	

HOMEWARDS.		DATE
LONDON.	On 30th September.	
LONDON.	On 14th October.	
LONDON.	On 23rd October.	
LONDON.	On 31st November.	
LONDON.	On 25th November.	
LONDON.	On 20th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY. LD.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

TRANS-PACIFIC SERVICE.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

CHINA NAVIGATION CO., LIMITED.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

OSAKA SHOSEN KAISHA.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

FOR NEW YORK VIA SUEZ CANAL.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

FOR SYDNEY AND MELBOURNE.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

FOR MANILA.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

FOR NEW YORK VIA SUEZ CANAL.

STEAMERS		DATE
GLASGOW and LIVERPOOL.	On 1st October.	
GLASGOW and LIVERPOOL.	On 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIC," Captain Rimes, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. "Arundel," which vessel takes on her Passengers and Mail, leaving that port on the 18th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd September, 1902.



TOYO KISEN KAISHA (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

3,876 Tons.
Captain Tate, will be despatched for MANILA on or about MONDAY, the 6th October.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, 100 House Street.

Hongkong, 27th September, 1902.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA."

Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 11th October, at Noon, taking passengers and cargo for the above ports.

Specie and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 29th September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY."

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Agents.

Hongkong, 28th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAZ GORTSCHAKOW."

3,277 Tons Gross Register, will be despatched for ODESSA via PORTS OF CALL on or about 15th October.

For Freight and further particulars, apply to BRADLEY & CO., Agents.

Hongkong, 15th September, 1902.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS

in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

SPECIAL ILLUSTRATED CORONATION SUPPLEMENT

TO THE

"HONGKONG DAILY PRESS."

A FEW COPIES LEFT OF THE SECOND EDITION.

On Sale at 10 Cents a copy to clear.

Address: MANAGER, "Hongkong Daily Press" Office.

NOTICE TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 25th inst.

Goods not cleared by the 1st October will be subject to rent.

All ship-damaged packages must be left in the Godowns and notices of same sent to this Office before the 4th October, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 24th September, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ACHILLES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th inst.

Optional cargo will be landed, unless notice has been given prior to the 25th inst. Goods undelivered after the 25th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd September, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. "Memphis," from Bordeaux, ex s.s. "Ville de Paris," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-morrow, the 22nd inst., at 9 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 25th September, or they will not be recognized.

All damaged packages will be examined on Monday, the 29th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, ex s.s. "Arctica," and From Persian Gulf, ex s.s. "E. S. N. and B. & P. S. N. Co.'s Steamers."

Optional goods will be landed here, unless instructions are given to the contrary before 5 P.M. to-day, 28th inst.

Goods not cleared by the 2nd October, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 28th September, 1902.

HIS BRITANNIC MAJESTY'S SHIPS

IN THE CHINA SQUADRON.

Algiers, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Weihaiwei.

Allion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jerran, at Woung.

Algerie, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nuyken, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., at Hongkong.

Arctica, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Sturtin, Straits.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Weihaiwei.

Handy, torpedo-boat destroyer, 330 tons, 6 guns, 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.

Humber, storeship, 1,840 tons, Comdr. John D. Dalrymple, at Hongkong.

Janus, torpedo-boat destroyer, 260 tons, 6 guns, 3,000 h.p., in reserve.

Kinshasa, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.

Moerhous, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Mutine, sloop, 980 tons, 10 guns, Comdr. J. W. M. Pienderlooth, Boireing Sea.

Ocean, battleship, 12,950 tons, 16 guns, 3,500 h.p., Capt. Richard W. White, at Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 4,000 h.p., in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.

Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.

Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, Japan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S. Aubyn Wake, at Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irwin, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Boireing Sea.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray MacG. Luckhart, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.

Taku, torpedo-boat destroyer, 260 tons, 6 guns, 3,000 h.p., in reserve.

Talbot, cruiser, 3,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei.

Tamar, receiving ship, 4,900 tons, 5 guns, Comdr. Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. R. W. Dalgety, on Yangtze.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p., at Ichang.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farquhar, Straits.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei.

Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. P. Mansel, at Weihaiwei.

Wiven, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.

Woodlark, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. Ronald E. Chislet, on Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. Hugh G. ... Seawerville, on Yangtze.

FOREIGN MEN-OF-WAR ON THE

CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Velvolodsky, en route Vladivostok.

Albatross, French cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Lefevre, in Korean waters.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Tientsin.

Chasse-loup, French cruiser, 3,800 tons, Comdr. French gunboat, Capt. Loezel, in Gulf of Tonkin.

Decidore, French gunboat, 600 tons, 6 guns, 14 guns, 13,500 h.p., Capt. D. du Fournet, at Chuefo.

Descaetes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon.

Dimitri Donasko, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Sekrouff, at Singapore.

Dia, Portuguese gunboat, 729 tons, Capt. P. J. Azevedo, at Shanghai.

Don Juan de Austria, American gunboat, Com. Bowman, at Manila.

Edouard, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taka.

Friant, French cruiser, 4,000 tons, Capt. Adam, at Nagasaki.

Furst Bismarck, German flagship, Vice-Admiral Bismarck, 11,000 tons, 36 guns, Capt. Priel, en route Kiaochow.

Gaidamak, Russian torpedo-boat, 18 tons, 3,500 h.p., Capt. Serbomir, at Port Arthur.

Gesler, German cruiser, 1,800 tons, 8 guns, Comdr. Hillbrand, at Woung.

General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila.

Gremietzky, Russian gunboat, 1,432 tons, 2 guns, 2,500 h.p., Capt. Smirnov, at Ichang.

Gromotol, Russian battleship, 12,450 tons, 26 guns, 14,500 h.p., at Port Arthur.

GOLD MEDAL, Health-Exhibition, London.

BENGER'S

FOOD FOR INFANTS, INVALIDS, and the AGED.

The British Medical Journal says—
"Benger's Food" has by its excellence established a reputation of its own."

The Lancet says—
"Mr. Benger's admirable preparation."

The London Medical Record says—
"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by illness or age. It may now be obtained in coded tins of Benger's, etc., throughout the Colonies and abroad, and will prove a boon to Mothers and Nurses.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

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